



WORKING PAPER

**SECOND HIGH-LEVEL SAFETY CONFERENCE 2015 (HLSC 2015)
PLANNING FOR GLOBAL AVIATION SAFETY IMPROVEMENT**

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Theme 2: Future approach to manage aviation safety

Topic 2.3: Safety information sharing

Theme 3: Facilitating increased regional cooperation

Topic 3.1: Effective and efficient regional collaboration

SAFETY INFORMATION SHARING

(Presented by the United States and Brazil)

SUMMARY

This working paper presents the United States' continued support for the global promotion of safety information sharing to further improve aviation safety.

The United States promotes and facilitates global safety information sharing in order to develop and implement risk reduction methodologies. This is accomplished through a variety of safety information sharing programmes. Some of these programmes include the United States Aviation Safety Information Analysis and Sharing (ASIAS), the Civil Aviation Registry, the Federal Aviation Administration (FAA) International Aviation Safety Data Exchange (IASDEX), and the Flight Operational Quality Assurance (FOQA).

These programmes are proven effective in the sharing of information for safety oversight, as well as the management of accident prevention. ICAO Member States are urged to implement similar programmes to promote aviation safety worldwide.

Through the work of ICAO, the global community is making progress towards the implementation of safety management systems and in doing so, sharing of information and the capability to collect and analyse it is now a common need.

Action: The conference is invited to recommend that ICAO and Member States continue strong support and participation in these global efforts.

1. INTRODUCTION

1.1 The United States continues to support the progressive work of ICAO in the areas of aircraft accident and incident investigation and the development of safety management systems through analysis and sharing of safety information. This work is paramount in the continued effort to reduce the global fatality risk.

1.2 The United States recognizes the need to have a steady flow of information to support a robust safety management system which can effectively collect and analyze information for safety enhancements.

1.3 In the past five years following the first ICAO High-level Safety Conference, the global aviation community has made significant progress in this area of safety management to promote information sharing, yet significant work remains.

1.4 The United States recommends that all civil aviation authorities consider potential methods for sharing safety information. Opportunity for information sharing exists within regional aviation safety groups. Many entities within the aviation industry are currently working together to develop a common understanding and common method of collecting safety information.

2. DISCUSSION

2.1 It is essential that a safety management system includes tools for sharing information among the civil aviation authorities and the individual organizations within the aviation industry through trusted voluntary safety partnerships. The information shared can be as basic as the registered owner/operator of an aircraft, or as detailed as voluntary information provided by air carriers, maintenance providers, manufacturers and other safety organizations.

2.2 The Federal Aviation Administration (FAA) maintains a Civil Aviation Registry that contains basic information on United States civil aircraft and the certification of airmen. The registry is publicly available on the Internet. The Civil Aviation Registry has proven to be a vital tool for basic oversight within the United States.

2.3 Flight Operational Quality Assurance (FOQA) is a voluntary safety programme designed to improve aviation safety through the proactive use of flight recorded data. Operators use these data to identify and correct deficiencies in all areas of flight operations. Properly used, FOQA data can reduce or eliminate safety risks as well as minimize deviations from regulations.

2.4 The FAA International Aviation Safety Data Exchange (IASDEX) database provides a method for civil aviation authorities to share technical data from ramp inspections. IASDEX allows safety oversight inspectors to access data needed to analyze, track, and resolve technical safety issues before they become a major problem or lead to an incident or accident. The greater the amount of information in the IASDEX database, the stronger the ability to identify safety trends. Therefore, the United States welcomes civil aviation authorities to partner with IASDEX and share ramp inspection information.

2.5 The Aviation Safety Information Analysis and Sharing (ASIAS) is a capability within the United States to collect and analyze voluntarily submitted data for identifying safety risks and recommending safety enhancements to mitigate these risks. The essential components include governance, information access and usage, and protection. These components are critical to validate the effectiveness of current and future safety recommendations as well as work toward fatality risk reduction.

2.6 The United States recommends that databases and programmes similar to those identified above be implemented by Member States. Specifically, the United States recommends that systems similar to ASIAS be implemented through regional aviation safety teams (RAST) (for example, Pan America — RAST) to provide:

- a) information on regional activities;

- b) exchange of top-level data taxonomies;
- c) exchange of results of study mitigations in accordance with individual governance procedures;
- d) the construction and exchange of a worldwide portfolio of analytical study results using aggregate data; and
- e) the ability to prioritize safety enhancements.

3. CONCLUSIONS

3.1 All stakeholders, including experts from government and industry, must share lessons learned, adopt best practices and work together in key performance areas to conduct safety risk analysis through reliance on and use of aviation safety partnerships.

3.2 These programmes allow the aviation community to maintain and improve aviation safety through effective safety oversight and risk management.

3.3 The conference is invited to:

- a) recognize the information contained in this paper; and
- b) support global efforts to facilitate sharing of safety information through continued participation and contribution in regional aviation safety groups and related activities.

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